

### MAJOR DUTIES

Serves as operator of a diesel-powered survey tender approximately 60' to 65' in length. Vessels of this type operate on inland rivers and waterways, in large bay areas, and in open ocean waters, in support of hydrographic survey work and when performing dragging operations in locating wrecks and other obstructions to navigation. Serves as a tender in towing other floating plant and when delivering supplies and subsistence, as required. Directs the work of assigned crew members.

1. Pilots the survey boat and controls operation of engines by means of pilothouse controls. During hydrographic surveys, skillfully controls the travel of the boat and steers accurately by channel ranges or compass, with due allowances for wind, tide, and cross currents, and maintains constant alertness for floating obstacles that would damage the boat and equipment during operations. Places temporary channel markers, ranges, and gages as required.
2. Operates survey tender in towing other floating plant and delivering supplies and subsistence, when required.
3. Plans and directs the day-to-day operation of the vessel and directs the activities of assigned crew members. Prepares detailed daily and monthly reports of operations. Requisitions fuel and other supplies and equipment. Where subordinate operators and/or deckhands are assigned to the vessel, trains new employees; conducts fire, lifeboat, and man-overboard drills; and selects personnel, maintains discipline, recommends personnel actions and schedules leave.
4. Maintains boat and engines in operating condition. Trouble-shoots and takes corrective action by making minor operating repairs. Keeps boat in clean and orderly condition. Cares for property, including required fire protection, safety, and first aid equipment necessary for maintenance and operation of the boat.

Performs other duties as assigned.

### SKILLS AND KNOWLEDGES

--Must be able to follow oral and written instructions. Ability to read and interpret charts, and to plan and plot courses to and from work locations and during surveying operations.

--Must have sufficient skill in boat handling to be able to operate the vessel safely under diverse weather, channel, traffic, and maneuvering conditions. Skill in the operation of engine and steering controls as well as the use of auxiliary equipment such as generators, pumps, winches, and other related items. Must be able to perform most routine operator-type maintenance and repairs.

--Must have basic knowledge of navigation and a thorough knowledge of seamanship and equipment as evidence by possession of U.S. Coast Guard boat operator's license appropriate to the size and use of the assigned vessel.

Must be able to obtain a district boat operator's permit.

### RESPONSIBILITY

Incumbent works under the general supervision of the chief of the work unit. Supervisory controls range from work under the close supervision of the chief of the survey party to activities which require following only general administrative directions covering the scheduling and logistics of the trip. Incumbent is directly responsible for the operation and safety of the vessel. Assesses weather and marine conditions and adapts operations accordingly, and assures that rules of the road and other required maritime practices are followed. Work is reviewed and evaluated in terms of incumbent's effectiveness in the accomplishment of assignments, the maintenance and upkeep of the vessel, safety, the performance of administrative responsibilities and the direction of subordinates.

### PHYSICAL EFFORT

Light physical effort is required while standing watch and operating the wheel and other controls. Somewhat greater effort is required in accomplishing housekeeping and general maintenance work. Occasional heavy effort is required in making and breaking tows, loading supplies and equipment, and accomplishing some repair work. Close hand and eye coordination is required when operating controls to maneuver vessel and tows in traffic and in confined areas. Extensive standing and walking may be necessary while standing watch.

### WORKING CONDITIONS

Incumbent works predominately in an enclosed wheelhouse, but is also subject to working out on deck for brief periods in all types of weather conditions. Employee is exposed to injury from falls due to slipper decks and erratic movements of the vessel, and to the possibility of falling overboard. A life jacket is worn at all times when on deck. Operators are also exposed to a moderate degree of noise and vibration from the engines, and to greater noise levels and to soil from grease and other chemical substances when servicing or making minor mechanical repairs to engines and equipment.

**SMALL CRAFT OPERATOR  
XH-5786-07  
EVALUATION STATEMENT**

**1. REFERENCES:**

- a. OPM, PCS, Small Craft Operator Series, WG-5786, September 1986.
- b. U.S. Army Corps of Engineers, Ladder Diagram, 1953

**2. SERIES DETERMINATION:**

Subject position operates survey tenders for the primary purpose of conducting hydrographic surveys of rivers, harbors, bay areas and oceans. Work requires the ability to steer and navigate vessels generally under 180 feet in length, operate the engines, and make operating repairs to the engines and the vessel itself. This work is covered by the Small Craft Operator, WG-5786, series. Position is titled Small Craft Operator.

**3. GRADE DETERMINATION:**

The grading of operators of survey boats is based upon several factors; e.g., size of the vessel, location of vessel operations, operating conditions, etc. In the Corps of Engineers, survey boats range in size from approximately 16 feet to over 65 feet. Survey boats that perform hydrographic and reconnaissance surveys of rivers, harbors, and waterways and transport material and supplies to and from floating plant are evaluated by the Department of the Army Manual of Evaluation Standards (DAMES). Survey boats that also serve as tenders towing other floating plant or are high speed cabin cruisers transporting high-ranking personnel on inspection tours and provide meals and living quarters are evaluated by the Ladder Diagram. Therefore, subject position is evaluated by the Ladder Diagram.

The XH-5786-07 level is the lowest level for an operator in charge of a floating plant vessel. It exceeds the XH-06 benchmark for the Mate, Tug, Class II, which is subordinate to the operator in charge of the vessel. It does not meet the Master, Tug, Class II, XH-5784-08 level, as the survey boat operator is under the general supervision of the on-board survey party chief who provides instructions as to the locations at which the work is to be performed. In contrast, the Tug Master receives administrative supervision from a supervisor who is not on board the vessel.